

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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**SUPPLEMENT TO
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50X1-HUM

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A. Control of Shipping

1. [] harbor police have been subordinated to AVH, the Political Police. [] an exchange of personnel had taken place and many political police had been incorporated in the harbor police. 50X1-HUM

2. The harbor police (Revkapitanyosagok) are not connected with the Police Districts (Körülleti Rendőrök Kapitanyosagok). The former's highest controlling authority is the AVH river police group (Folyamrendezeti csoport).

3. Harbor police authorities issue permits for the departure of Hungarian ships from the State territory, as also for entry into home waters. They also issue permits to foreign vessels sailing through Hungarian river routes.

4. Russian ships are exempted from these restrictions and controls. Only the ship's papers have to be shown. The Hungarian authorities have no right to carry out inspections of Russian ships.

5. All other vessels are thoroughly searched and checked at entry and departure harbors in respect to freight and personnel.

6. According to decisions reached at the Danube Conference in Belgrade [] shios' personnel are required to be supplied with documents made out in the seven languages of the Danube states. After the necessary Party check-up, the documents are issued through the AVH river police group. On re-entry into home waters, the documents are returned to the latter. 50X1-HUM

7. The above-mentioned document is only an identity paper, and is not valid for travelling. Therefore, members of a ship's personnel who hold this document only, and no passport, are not allowed to go ashore in foreign ports. This prohibition, however, is enforced only in Yugoslavia and in Austria.

8. Hungarian ships may leave home waters only with a written permit (Tavozasi Engedély). These are issued through harbor police heads.

9. Szob is the harbor for Hungarian shipping westwards, while Mohács serves for that sailing south and east. All ships sailing to Györ, Nyergesujfalu, and Komárom are checked at Szob. As such control of ships often takes hours.

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internal Hungarian shipping traffic is much impeded.

10. Passenger steamer traffic is in operation only between Budapest and Esztergom, and between Budapest and Mohacs.
21. Ships in transit - with the exception of the Yugoslavian ones - are not checked. The Yugoslav ships are subjected to strict control. All ships in transit, however, with the exception of Soviet ships - are accompanied by members of the river police as far as the departure harbor.
12. The harbor police in Szob and Mohacs are connected with the AVH river police group by means of their own radio stations.
13. Units of the Danube (Naval) Flotilla are stationed at Szob and Mohacs. These units can intervene actively and render immediate assistance on the orders of the head of the harbor police.

B. Transit Shipping on the Lower Danube

14. The following vessels belonging to the B.R.P. - Bulgarian Shipping Company - ply the Hungarian waters of the Danube, LOM, VIDIN, SVISTCV, RUSSE. All are of 1,000 tons and each has two engines of 500 HP (crude-oil driven, [redacted] 50X1-HUM). These ships sail between Vienna and the USSR and transport food-stuffs upstream. On the downstream trip they carry gasoline, crude oil, and cellulose.
15. Of Romanian ships in Hungarian waters of the Danube, the most often seen are the motor barges TURNU-SEVERIN and the BUCURESTI (each 800 GRT, two Diesel-engines of 350 HP).
16. [redacted] the Yugoslav motor barges MARSHAL TITO and SAVA have plied the Hungarian waters of the Danube. They sail to Vienna. 50X1-HUM
17. There is much Soviet shipping traffic on the Hungarian Danube by 1,000-ton motor barges which ply from Izmail to Csepel and to Vienna. The following goods are mainly shipped to Csepel: iron ore, copper, manganese, wool, and cotton-wool. On the return journey shipments consist of grain, machinery, chemical goods, crude oil, gasoline, bauxite. Loading stations are at Györ, Komárom, Szegny, Csepel, and Duna-Adony.
18. [redacted] eighty percent of the total number of Hungarian Danube vessels were in operation. They are mainly used for shipments to the USSR. 50X1-HUM
19. The M.F.T.R. (Magyar Folyam Tengerhajozasi Reszvnytarsasag) (Hungarian River and Sea Shipping Company) handed over most of its ships [redacted] to MEZSHART (Hungarian-Soviet Shipping Co.). M.F.T.R. now has only the following units in operation: 50X1-HUM
 - "RAKOSI MATYAS" pllying the Tisza between Szeged and Szolnok
 - "HORTOBAGY" " " Körös " Csengrad and Gyoma
- and some small steamers for local traffic in Budapest and along the Csepel arm of the Danube to Raczkeve.
20. Danger of mines on the Danube particularly applies to the Lower Danube sector near Mohacs. On account of this, all ships are degaussed every three months. The work takes place in the harbor of Csepel under Russian control. A cable of approximately 35 mm. in diameter, insulated with rubber and perforated in a spiral line, is placed under the ship's hull at intervals of 1 meter. Electric current is then switched on. Degaussing of a 1,000-ton ship takes some 8 - 10 hours.

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